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This figure is a detailed map of the Anchorage Area and surrounding regions, including the Bering Sea and Norton Sound. The map shows various air routes, airports, and geographical features. Key locations include Anchorage, Homer, Seward, Valdez, Cordova, Haines, Juneau, Ketchikan, Sitka, and Kotzebue. The map is divided into several sections labeled F, G, H, and I. Section F covers the area from the Aleutian Islands to the Bering Sea. Section G covers the Norton Sound and Bering Sea. Section H covers the Bering Sea and Norton Sound. The map includes numerous airways, runway numbers, and other aviation-related information. A legend provides additional details on the symbols used.

L-4 PANELS FGHJK 1"=25 NM **UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION**

L-3 PANELS ABCDE 1"=25 NM

IFR ENROUTE LOW ALTITUDE - ALASKA

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

LEGEND AIRPORTS	
LAND SEA 	Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPs. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published at least in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.
1. A solid line box enclosing the airport name indicates FAR 93 Special Requirements—see Directory/Supplement. 2. "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited. 3. [C] or [D] following the airport name indicates Class C or Class D Airspace.	
AIRPORT IDENT ICAO Location Indicator shown outside contiguous U.S. CITY AIRPORT NAME (APT) (ICAO) [D]* AIRPORT ELEVATION 2800*43s (A)*109.8 AUTOMATIC TERMINAL INFORMATION SERVICE Part-time Frequency Lighting Capability: 	
4. Pvt - Private use 5. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.	
NOTAM See Airport/Facility Directory for times of operation. In Alaska see Supplement/Alaska	
Longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00) s indicates soft surface	
No lighting available At private facilities - indicates no lighting information is available.	

NAVAIDS AND COMMUNICATION BOXES	
NAVAIDS COMPASS ROSES Oriented to Magnetic North of NAVайд which may not be adjusted to the charted isogonic values. Smaller sizes are used in congested areas. Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (ASOS/AWOS) not associated with a charted NAVайд or airport 	COMMUNICATION BOXES VOR with TACAN compatible DME Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined. (T) Frequency protection usable range at 12,000' AGL - 25NM (Y) TACAN must be placed in "Y" mode to receive distance information TACAN Channel paired with VHF Frequency in parenthesis. Automated Weather Broadcast Systems: ASOS/AWOS HIWAS TWEB Automated weather, when available, is broadcast on the associated NAVайд frequency. Stand Alone ASOS/AWOS Part-Time or On-Request LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel TACAN FIX DATA
NAME 000.0 IDT 000 =.. <i>N00°00.00' W000°00.00'</i> [NAME] ← FSS name Freq(s) positioned above thin line NAVайд box is remote to the NAVайд site. Other freq(s) at the named FSS radio are available, however, altitude and terrain may determine their reception. Thin line NAVайд boxes without freq(s) and FSS radio name indicates no freq(s) available. Shadow NAVайд box indicates NAVайд and Flight Service Station (FSS) have same name 000.0 000.0 FSS name and identifier not associated with NAVайд NAME 000.0 Remote Communications Outlet (RCO). FSS radio name and remoted freq(s) are shown. SHADOW BOXES indicate Flight Service Stations (FSS). Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 (Canada-121.5, 126.7 and 243.0) are available at many FSSs and are not shown. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD. Frequencies transmit and receive except those followed by R or T: 	

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION		
ROUTE DATA VOR VOR Airway A0 LF/MF Airway A0 Uncontrolled LF/MF Airway A0 Oceanic Route A0 ATS Route TSO-1A:5a/146a required Via/bypassing temporarily shutdown NAVайдs. See NOTAMs or appropriate publications for specific information. Unusable Route Segment Preferred Single Direction Route EVEN Direction of Flight Indicator (Canada only) 000.0 IDT 000 Facility Locators used in formation of Reporting Points 000 Radial outbound from a VHF/UHF NAVайд 000 Bearing inbound to an LF/MF NAVайд 000 Magnetic Reference Bearing, outbound from a NAVайд or Fix 000 000 Total Mileage between Compulsory Fixes and/or NAVайдs 00 00 00 Mileage between other Fixes, NAVайдs and/or Mileage Breakdown	BOUNDARIES 00 00 Changeover Point giving mileage to NAVайдs (Not shown at midpoint locations) *0000 *0000 Minimum Obstruction Clearance Altitude (MOCA) 0000 0000 Minimum Enroute Altitude (MEA) 0000G GPS/WAAS MEA MAA-00000 Maximum Authorized Altitude (MAA) MAA, MOCA and/or MAA Change at other than NAVайдs 210K applies to altitudes above 6000' to and including 14000' 175K applies to all altitudes REPORTING REQUIREMENTS 00 Denotes DME Fix and Mileage X X Milestone Breakdown or Computer Navigational Fix (CNF) (no ATC functions)	
12 5 Off Route Obstruction Clearance Altitudes (OROCA) Example: 12,500 feet		 International Boundary (Not shown when coincident with ARTCC or FIR) US/Russia Maritime Boundary Area of Enlargement (contains only data for through flights) See Area Charts for complete data Official Time Zone International Date Line
AIRSPACE INFORMATION Open area (white) indicates controlled airspace (Class E) unless otherwise indicated. All airspace 14,500' and above is controlled (Class E). Shaded area (brown) indicates uncontrolled airspace below 14,500' (Class G).		 In Canada - Indicates Class B Airspace above 12,500 Oceanic Control Area (CTA) Additional Control Area limit Class B Airspace Class C Airspace Mode C Area See FAR 91.215 P - Prohibited Area R - Restricted Area W - Warning Area CYA - Advisory Area CYD - Danger Area CYR - Restricted Area Line delimits internal separation of same Special Use Area See Airspace Tabulation for complete information
EXAMPLE OF GROUPING Magnetic Reference Bearings will not be shown on joint Victor/RNAV routes.		 Reporting Points (coordinates are shown for offshore and holding fixes) Airway Restriction (airway penetrates Prohibited & Restricted Airspace) MAA-14900 MAA-4000 2000G R-72 54 V-30 18 90 EVEN 4200 300 A4 32 53 NAMIE MRA 4000 Water Vignette MEA GAP 36 3500 2400 282 5000G 66 DUCEY 102 CONTROL 3000G 2400 V-30 000 35 BRY 000 35 NAMIE MRA 4000 Water Vignette
MILITARY TRAINING ROUTES (MTRs) MTRs 5 NM or less both sides of centerline IR 000 VR 000 MTRs greater than 5 NM either or both sides of centerline IR 000 VR 000 Arrow indicates direction of route		CRUISING ALTITUDES - U.S. IFR within controlled airspace as assigned by ATC
		 IFR EVEN Thousands IFR ODD Thousands VFR or ON TOP EVEN Thousands VFR or ON TOP ODD Thousands Plus 500' 180'
		MISCELLANEOUS ALTIMETER Altimeter setting change 4"PE 2005 Isogonic Line and Value All Mileages are Nautical except as noted. All Radials and Bearings are magnetic except as noted. All Altitudes are MSL except as noted. All Times are Coordinated Universal Time (UTC). Days are Daylight Saving Time (DT). Effective hours will be one hour earlier than shown. All states observe DT except Arizona and Hawaii. North American Datum of 1983 (NAD 83), for charting purposes is considered
		SPECIAL USE AIRSPACE P - Prohibited Area R - Restricted Area W - Warning Area CYA - Advisory Area CYD - Danger Area CYR - Restricted Area Line delimits internal separation of same Special Use Area See Airspace Tabulation for complete information
		ACK PLATE ACK L-4 (BROWN PLATE) ACK L-4 (GREEN PLATE)